

DATE

0033Z 11 DEC 64

S E C R E T

ROUTING	
1 DITECH	9 RB
2	10
3	11
4 DPA	12
5 MD	13
6 CO	14
7 DOLST	15
8	16

ROUTINE

IN 62079

25X1A  
25X1A

TO :

FROM :

ACTION:

INFO :

TOR 0204Z 11 DEC 64

ROUTING INT

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S E C R E T

EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION

OXCART

1. FSW NBR 623 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE  
WITH ABSOLUTE NEED TO KNOW.

2.  25X1A  
FROM AREA SERVICE.

3. REF FSW 622, THIS DATE. TIME FIGURES FOR ENGINE 237 OMITTED.  
ENGINE NEWLY ARRIVED ON STATION AND RECORDS NOT RECEIVED TO DATE.

4. ARTICLE 130 COMPLETED FLT NO 59 ON 10 DEC. PURPOSE-FCF.  
DURATION: 1:00, MAX MN 2.8, MAX ALT 75M, TOGW 90K.  
AT 2.77-2.88 MN IN LH TURN AUTO NAV IN 50 DEGREE BANK AT 335-340  
KEAS, 75 M ALT. LH SHOCK POPPED WHICH RECAPTURED ITSELF. NO AB  
BLOWOUT. FOLLOWING THIS INCIDENT LH ENGINE BEGAN RUNNING ROUGH.  
ROUGHNESS CONTINUED TO BELOW MN 1.0. ON SECOND ACCELERATION TO  
2.75 MN AGAIN GOT ROUGHNESS. ALL GAUGES STADY. LH SHOCK POPPED  
TWICE, BUT RECAPTURED BY ITSELF WITH NO AB BLOWOUT. RH SHOCK POPPED  
ONCE AND RECAPTURED, NO AB BLOWOUT.

5. ARTICLE 131 COMPLETED FLT NO 28 ON 10 DEC. PURPOSE:

USAF review(s)  
completed.

S E C R E T

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25X1A

(IN 62079)

S E C R E T

PAGE TWO

SYSTEMS A, D AND G TEST. TOGW 110K, MAX MN 2.9, MAX ALT 80M,  
DURATION: 1:11. TIME ABOVE MACH 2: :40, ABOVE 2.6MN :25, ABOVE  
2.8 :15. LEFT ENGINE EGT WENT TO 825 DEGREES "C" FOR THREE TO  
FIVE SECONDS. THIS WAS DUE TO PILOT OVER TRIMMING.

6. ARTICLE 129 MADE GO NO 78 ON 10 DEC. PURPOSE: AIR TO AIR  
REFUELING AND HIGH MACH NUMBER CRUISE. TOGW 111K, MAX MN 3.16,  
MAX ALT 81M, DURATION: 2:58. PRIOR TO TAKE OFF BOTH ENGINES  
SURGED TO 775 DEGREES "C" EGT. DOWN TRIMMED TO 770 DEGREES EGT  
AND SURGING STOPPED. DURING CRUISE LEFT EGT INDICATOR STUCK AT 805  
DEGREES. INDICATOR STARTED WORKING AGAIN DURING DECENT. NO  
OTHER ENGINE PROBLEMS EXPERIENCED ON THIS FLIGHT.

END OF MESSAGE

S E C R E T